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**Introduced by Senator Florez  
(Principal coauthors: Senators Perata and Speier)  
(Coauthors: Senators Alquist, Ducheny, Escutia, Figueroa, Kuehl,  
Lowenthal, Machado, Ortiz, Romero, and Torlakson)**

September 8, 2005

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Senate Concurrent Resolution No. 63—Relative to California school bus emissions reduction.

LEGISLATIVE COUNSEL'S DIGEST

SCR 63, as introduced, Florez. California school bus emissions reduction.

This measure would encourage the Public Utilities Commission work with the regulated utilities to consider developing, and possibly to develop, a program to retrofit diesel schoolbuses in the state to reduce particulate matter emissions, while not increasing nitrogen dioxide emissions, with a minimal increase in the utility rate.

Fiscal committee: yes.

- 1 WHEREAS, The California Air Resources Board (CARB) has  
2 declared diesel particulate matter (PM) to be a toxic air  
3 contaminant; and  
4 WHEREAS, Diesel PM has been shown to exacerbate the rate  
5 of pulmonary diseases, such as asthma and bronchitis; and  
6 WHEREAS, Children's growing bodies are particularly  
7 susceptible to the deleterious effects of diesel PM, such as  
8 asthma, bronchitis, infections, and permanently decreased lung  
9 capacity; and  
10 WHEREAS, Exposure to increased levels of diesel PM is  
11 believed to be one of the causes of the dramatic increase in  
12 childhood asthma in California; and

1 WHEREAS, Studies have shown that children riding on a  
2 diesel schoolbus are exposed to diesel PM levels that are 5 to 15  
3 times higher than the PM levels in the ambient air outside the  
4 bus; and

5 WHEREAS, CARB estimates that the more than 22,000 diesel  
6 schoolbuses that carry one million school children daily in  
7 California are among the highest diesel PM-emitting fleets in the  
8 United States; and

9 WHEREAS, A range of exhaust system retrofit technology that  
10 is available today can significantly reduce toxic PM emissions  
11 from existing diesel buses without increasing nitrogen dioxide  
12 (NO<sub>2</sub>), which is a dangerous pollutant that causes increased  
13 susceptibility to respiratory infection and irreversible alterations  
14 in lung structure as a result of the type of long-term exposure that  
15 schoolchildren riding a schoolbus might experience; and

16 WHEREAS, For our children's health, the California  
17 Legislature desires to make the California school bus fleet, which  
18 includes 22,000 buses, the lowest diesel PM-emitting fleet in the  
19 United States as soon as possible; and

20 WHEREAS, CARB adopted the Lower-Emission School Bus  
21 Program in December 2000, which has provided over \$16  
22 million to retrofit over 3,000 diesel schoolbuses to reduce PM  
23 emissions; and

24 WHEREAS, The Legislature has authorized \$12.5 million in  
25 2005 and 2006 for high efficiency retrofit systems that will  
26 dramatically reduce the emissions on approximately 1,000  
27 schoolbuses; and

28 WHEREAS, The cost to retrofit every remaining diesel  
29 schoolbus in the state with the most efficient diesel PM reduction  
30 technology and to pay for the necessary infrastructure would be  
31 approximately \$300 million; and

32 WHEREAS, The regulated utilities in the state of California  
33 are directed by their charters under the Public Utilities  
34 Commission to develop programs that show environmental  
35 leadership and improve the quality of life in California's  
36 communities; and

37 WHEREAS, The regulated utilities may use the utility rate as a  
38 mechanism for collecting the revenue necessary to operate these  
39 environmental and quality-of-life programs, requiring a rate

1 increase of only approximately four one hundredths of one cent  
2 per kilowatt hour for three or four years; and

3 WHEREAS, Such a large scale retrofit program operating  
4 statewide could be implemented effectively and efficiently by the  
5 regulated utilities who have operated a wide variety of very large  
6 scale programs for many years that involve the use of contractors  
7 to perform services for third parties; now, therefore, be it

8 *Resolved by the Senate of the State of California, the Assembly*  
9 *thereof concurring*, That the Legislature encourages the Public  
10 Utilities Commission to work with the regulated utilities to  
11 consider developing, and possibly to develop, a program to  
12 retrofit all diesel schoolbuses in the state that have not yet been  
13 retrofitted in order to reduce particulate matter emissions, while  
14 not increasing nitrogen dioxide emissions, with a minimal  
15 increase in the utility rate; and be it further

16 *Resolved*, That the Legislature encourages the Public Utilities  
17 Commission to encourage the unregulated public utilities to  
18 voluntarily participate in the program; and be it further

19 *Resolved*, That the Legislature encourages the program to pay  
20 for the retrofit devices and any necessary infrastructure to  
21 support the operation of the retrofit devices; and be it further

22 *Resolved*, That the Secretary of the Senate transmit a copy of  
23 this resolution to the members of the Public Utilities  
24 Commission.